

**Contra Costa County Workshop
May 12, 2008, 6 p.m. – 8 p.m.
Civic Park Community Center
Walnut Creek, CA**

Some 55 people were in attendance. Commissioner Tom Azumbrado offered introductory remarks. Participants watched a 12-minute video, and then had the opportunity to answer a series of questions via electronic voting. A discussion followed each question, where participants were able to bring up other issues, questions and concerns.

The Three E's

Vote for top priority among the three E's almost evenly split between Environment, Equity and Economy.

How would you rank these three goals?	Responses	
	Count	Percentage
Economy	38	32.20%
Environment	42	35.59%
Equity	38	32.20%
Totals	118	100%

Maintenance

Which of these should be a higher investment priority for the region's transportation system?	Responses	
	Count	Percentage
Option A: making investments to maintain the existing system of roads, and the existing bus, rail and ferry services in the region	25	62.50%
Option B: making investments to build new roads and add more bus, rail and ferry services in the region	15	37.50%
Totals	40	100%

Comments:

(A number of participants objected to the wording of the questions, which they felt was limiting their options and not objective.)

- I think the highest priority should be given to the things that address the vision of the plan, which is a vibrant economy, and made sure they're judged fairly, and that that's where the priority should be.
- I don't like either of these choices. I think we need to get some sort of a network of non roads that actually connect through.
- We need to concentrate on what's most cost effective, which is not listed there. Now, I love rail systems, I love ferry systems, but they are prohibitively cost ineffective, inefficient, and the fact is that no matter how you spin the numbers, most of the trips in the Bay Area are going to be by driving.
- Your last meeting showed that freeway improvements decrease the cost of air pollution, or carbon dioxide production; they were 10 times more efficient than busses and on the order of

100 to 250 times more efficient than ferry or rail systems. So from the environmental perspective, we should not be building expensive rail and ferry systems.

- By 2035 we need to return to pre-1950 days of predominance of transportation by boat, rail and bus, mass transit. And if we are to be viable in the populated parts of our country and our state, and we are, in the Bay Area, of course, populated.
- We need a program where we live close to work, and that the companies reward people for living close to work, making it possible to afford to live close to work, and also that we walk as much as we can.
- I must be from some other planet, because where I live the system works, BART, it works great, the bus system is great. I live in Concord, goes all the way to Antioch. And you should be commended, not criticized, for a fantastic result. We have an urban development that is nice, clean, you can go to places where you can see scenery, and you can go places where you have business and entertainment and shopping, and you never have to take a car. I have a car, but I leave it in the garage because the price of gasoline.
- For me, Option A and Option B are addressing the same thing because if you don't maintain the level of funding, then Option B is just restoring what you lost, so I think that operating funds have to really be taken into account.
- Even though I live here (Walnut Creek), to me San Francisco is the heart of the Bay Area, where there is a lot of jobs and where there is a possibility for increasing housing at a density level where public transportation makes more sense than it does in places with lower density. So I think that it would be important to tilt towards enhancing the transit system in San Francisco to make it as attractive as possible for people to move exactly as they needed.
- I think with the economic criteria that you listed, decongesting and allowing more people to get through these corridors is really important. I think it's vital to the economic development to shift our emphasis from roads, in order just purely from a decongesting standpoint. We just can't fit more cars on the road, it's widening the lane or whatever won't quadruple the size of that road.
- BART had a fire in their Hayward yard over the weekend, and the officials expressed relief they did not have them out on a commute workday, where it would have delayed hundreds of thousands of people. It underscores the need to keep our existing systems functional and provide redundancy. There's no point in expanding and building extensions if your core network is falling apart.
- Even though we shift all of the passenger trips over to non-automotive modes, you're still going to need functional paved roadways for delivery of goods and performance of on-site services.
- The hardest problem with commuting and using BART and bicycles is the blackout period. I know a lot of people who would want to bike to work but can't because they can't take their bicycle on BART during the commute hours.
- We need to find all kinds of ways of getting people around. First of all, car pooling, out of their cars, into mass transit.

How much of our \$30M should be spent on maintenance?	Responses	
	Count	Percentage
Up to 25% (\$7.5 billion)	6	24%
Up to 50% (\$15 billion)	9	36%
Up to 75% (\$22.5 billion)	8	32%
100% (\$30 billion)	2	8%
Totals	25	100%

Comments:

- I think you should spend whatever it takes to maintain it and not one penny more, but I don't know how much that is.
- As oil prices go up there's no way that people are going to be able to live and commute in the ways that they're doing now. People already can't afford to do it.

Congestion Relief

Which of these should be a higher investment priority for the region's transportation system?	Responses	
	Count	Percentage
Option A: Investing in highway system to relieve traffic congestion. (For example, ramp metering, high-occupancy toll (HOT) lanes.)	7	20%
Option B: Investing in public transit options including rail and buses to provide alternatives to driving.	23	65.71%
Option C: Investing in walking paths and bicycle lanes to provide alternatives to driving.	5	14.29%
Totals	35	100%

Comments:

- I live within walking distance of I-80, and I smell the fumes at my house. They should not put any more lanes on I-80. We definitely need more buses and we need to get the train to stop in Hercules.
- Many of these roads are simply saturated and they really need a doubling or a quadrupling of capacity. It's simply inefficient today to be congested, much less if the population has doubled. The only way to double or quadruple the capacity of these corridors is by a different mode... even buses aren't really sufficient to affect congestion, you really have to have rail.
- I think part of what could help the congestion management is if public transportation ran more frequently.

What do you think is the best way to share the road with trucks?	Responses	
	Count	Percentage
Keep trucks out of the peak commuter hours	7	31.82%
Allow smaller trucks to use carpool lanes during congested periods for a fee	3	13.64%
Encourage more cargo deliveries be made by rail or ferries	8	36.36%
Build exclusive truck lanes supported by trucking fees	3	13.64%
Provide more truck parking in commercial business areas	1	4.55%
Totals	22	100%

Focused Growth

Which of these should be a higher investment priority?	Responses	
	Count	Percentage
<u>Option A</u> : Providing more transportation funds to communities that are planning to build more housing along BART and other public transit lines	29	76.32%
<u>Option B</u> : Providing transportation funds evenly to communities regardless of where they are planning to build homes	9	23.68%
Totals	38	100%

Comments:

- Option B is toxic.
- The funding ought to go to the corridors where people are.
- If you look at the other cities in Europe, New York, they were all built around mass transportation. Unfortunately we built the West Coast around cars. So Option One is a very logical one to do, to spend more money on, because we have to change the whole concept, where people start living around transportation.
- We should invest in the existing communities first before you go to the outer communities.
- It looks like you are saying we should orient new development to our BART lines. What about places like East Contra Costa County, they were promised BART, the next extension , they've been paying taxes for BART for over 40 years, and they are never going to get BART? And so I would have to say it has to be Option B, because other people have actually been cheated from their BART.
- I have a different opinion about BART in Eastern Contra Costa County, because people who live there are driving on roads that would be more congested if BART didn't exist.
- I'd like to advocate a sharp increase in gasoline tax as a way of getting a larger proportion of the money that people are spending on gasoline to be available for these purposes.

Access

Transit Subsidy Based on Income: Transit fare discounts are currently given to youth, seniors, and the disabled. In addition to these subsidies, do you think there should be a subsidy for low-income transit riders?

There should be a subsidy for low-income riders.	Responses	
	Count	Percentage
Strongly Agree	14	37.84%
Agree	9	24.32%
Neutral	7	18.92%
Disagree	7	18.92%
Strongly Disagree	0	0%
Totals	37	100%

I favor basing all transit fare subsidies on income rather than age or disability.	Responses	
	Count	Percentage
Strongly Agree	3	12.50%
Agree	5	20.83%
Neutral	3	12.50%
Disagree	9	37.50%
Strongly Disagree	4	16.67%
Totals	24	100%

Comments:

- If we want to encourage ridership, public transportation, and freedom, the independence that we have when we drive a motor vehicle, let's make it attractive to us, better scheduling, safety, security, and I think you'll get a lot more riders. When BART gets close to everyone that travels every 15 minutes, man, ridership went up. If it were here 10 minutes, or the AC Transit every five minutes or so, I think you'd get people going and get them out of the vehicles. So the goal is better schedules for everybody.
- I feel that we're talking about approximately 25 years in the future, and we already have this problem right now. Number one, students shouldn't be driving, that should be eliminated until they're at least, now the adult age is 18.
- My focus in school was marketing, and consumer behavior routinely, one in two, are convenience and price. So we're going to have to use the carrot and the stick to get what we want.

- I'll just go and plug the Bay Area Safe Routes program that the Bay Area Bike Coalition is behind. As a board member of that group and as a board member of the East Bay Bike Coalition, this would completely fund the bicycle and pedestrian programs for the Bay Area, would only take a billion over 25 years.

Emissions Reduction

Which of these should be a higher investment priority?	Responses	
	Count	Percentage
Option A: Focusing on reducing tailpipe emissions and encouraging alternatives to driving.	25	92.59%
Option B: Improving our ability to drive more easily around the Bay Area.	2	7.41%
Totals	27	100%

Which programs do you think are most effective to reduce the amount of CO2 emissions?	Responses	
	Count	Percentage
Subsidize purchase of newer/cleaner vehicles	1	10%
Provide more/cheaper public transit	5	50%
Develop regional awareness campaign to encourage people to reduce fossil fuel use	1	10%
Build more bike paths and sidewalks	1	10%
Funding incentives to cities to allow more development near transit	1	10%
Support local traffic signal timing coordination	1	10%
Totals	10	100%

Investment Tradeoffs

You have \$10 – Click each number once for each dollar you want to spend.	Responses	
	Count	Percentage
Maintenance	41	18.72%
Congestion Relief	38	17.35%
Focus Growth	53	24.20%
Access	51	23.29%
Emissions Reduction	36	16.44%
Totals	219	100%

New Revenues

Now that we've done the budget, would you favor pursuing new revenues to increase the budget?	Responses	
	Count	Percentage
Yes	20	95.24%
No	1	4.76%
Totals	21	100%

Which of the following new revenue sources would you support? (Multiple answers OK)	Responses	
	Count	Percentage
Regional gas fee	21	24.42%
Higher bridge toll	10	11.63%
Road tolls	9	10.47%
Vehicle registration fees	21	24.42%
County transportation sales taxes	13	15.12%
Other new revenues	11	12.79%
No new fees or increases	1	1.16%
Totals	86	100%

Open Comments:

- I think given the situation nationally now, transportation and energy is becoming a national security/national strategies issue, and so I think the federal government is going to be prepared to fund these things in a much bigger way than they have in the past, and furthermore, something like 50 cents out of every dollar the Bay Area sends out to the federal government comes back into our economy. The rest of it is lost. And I think that, you know, Barbara Boxer and Feinstein and other Bay Area congressional people could advocate bringing some of that federal money back home.
- Surely you all have read that there is a proposal at the national level to eliminate the gasoline tax for the summer, which I consider a gas, quite simply... so stupid, as to be laughable.
- I work for BART. We appreciate the supportive comments and we certainly understand some of the frustrations that some of you have commented on already. But I do want to talk a little bit about the energy issue. BART is looking at doing some pilot solar projects, not on the vehicle so much as on some of the stations in our sunnier areas, and we're also looking at a regenerative braking system. The BART board appointed a sustainability committee and so they will be putting forward a plan for BART. BART is 100 percent electric. Much of that is what would be considered to be clean electricity, so we consider ourselves to be a great alternative to the automobile.
- I've also lived in Los Angeles, and you people don't realize how lucky you are. That's all I want to say. We can complain about this and that. And a lot of people I know here like to

use public transportation. Down there I don't have one friend who would think of putting his foot in a public conveyance. And so, yeah, we can complain, but we're better off than most places.

- I'll just recommend an article in *Vanity Fair* by Robert F. Kennedy Junior, where he basically lays out a plan in the form of a memo to whoever's elected president for a way of replacing all of our oil use with solar and wind power and changing the electric grid system and so that it would get places without too much loss. And that's the kind of solution that would provide a system like BART with clean electricity so they wouldn't have to do solar panels.
- The use of solar power depends on the weight of the conveyance and the size and the configuration of it, because there are some new systems on the horizon. These are going to become commercially viable in the next couple of years, and parts of the cyber plan we've simulated that the whole thing on a sunny day could run entirely on solar energy, both on the conveyances, on the guide way and on the stations.
- Nobody's mentioned a project to develop nuclear power in this country. That's what I think we should do. That certainly would furnish our energy needs, and it could also certainly reduce our dependence upon oil from unfriendly countries. That's, I think that's critical and most of the people that are against it are just hysterics. So that's my statement.
- One thing that I haven't heard brought up tonight was hydrogen and hydrogen filling stations, which, without hydrogen filling stations we can't have hydrogen vehicles, or use nitrogen as an alternative energy source. So I would urge the possibility of having a local hydrogen filling station possibly in Martinez, which has hydrogen plants and has plants for expanding hydrogen pipelines to Richmond and to Benicia.
- We have heard just the last few minutes... a lot of the new technologies. And what I wish to focus on the fact that technology is always moving, whether or not we pay attention to it. The facts are that electrical power from windmills is the cheapest, and that solar panel prices have come down, that, well, there's a lot of new technologies. And there are problems that are mentioned here about congestion and so forth, will solve themselves when the gasoline prices reaches seven or eight dollars a gallon. So I'm afraid that your planning will need to be revised because what it is, like inefficient or not cost effective, will become cost effective... hydrogen, as long as it's made from windmills or some other non-oil source it will be cheap, but not yet. But if you wait until tomorrow, when the price goes up again 126 dollars a barrel, and when I was a kid it was only 5 dollars a barrel. Looking into the future is very difficult, and we should retain the possibility that there is something out there that we don't know about.

Written Comments Submitted at Workshop:

Category	County	Comment
TOD	Contra Costa	Too much emphasis on moving people to SF. Far cheaper to move information from one living area to another and telecommute. Jobs should be put near living areas like in East Contra Costa County, Solano County, Gilroy to reduce the need to commute. More staggered work hours, i.e., 10a-7p would use the off-peak train and bus capacity.
Alternative	Contra	Hydrogen filling stations so that hydrogen powered vehicles are a

Category	County	Comment
Trans- portation	Costa	<p>possibility. Without stations, we are unable to utilize or encourage this alternative energy source.</p> <p>It is unfortunate that a small group of narrow minded, opinionated, unhelpful perspectives monopolize the workshop. It prevents the sharing of new, more expansive thoughts from knowledgeable persons who instead choose not to participate in the mayhem!</p> <p>The question: “How much of \$30B ought be spent on maintenance?” should have a zero answer.</p> <p>Thank you for attempting to provide the opportunity for helpful/useful ideas.</p>
Investment Priorities	Contra Costa	<p>The question: “How much of \$30B ought be spent on maintenance?” should have a zero answer.</p>
Meeting	Contra Costa	<p>It is unfortunate that a small group of narrow minded, opinionated, unhelpful perspectives monopolize the workshop. It prevents the sharing of new, more expansive thoughts from knowledgeable persons who instead choose not to participate in the mayhem!</p> <p>Thank you for attempting to provide the opportunity for helpful/useful ideas.</p>
Access	Contra Costa	<p>Access to transit should be improved:</p> <ul style="list-style-type: none"> --safe routes to transit --safe routes to schools --bridge access funds? --bike and pedestrian paths/routes funded for regional plans
Meeting	Contra Costa	<p>Good workshop. I was surprised at the depth of feeling about public transit – very positive.</p>
Investment Priorities	Contra Costa	<ol style="list-style-type: none"> 1. Stop wasting money on developing special provisions such as special lanes for the noisy but tiny minority of bicyclists. 2. Since it’s hard to increase parking space at many BART stations, BART could/should work with local jurisdictions such as Orinda to provide more unrestricted parking. 3. Los Angeles has tried, with only modest success, to solve the ‘truck’ problem. 4. I’ve lived in LA also. The Bay Area is lucky to have what it has!
Alternative Transpor- tation	Contra Costa	<p>Our nine Bay Area counties are surrounded by excellent waterways. Let’s use and maximize our ferry systems. Most of the focus is on roads, let’s look at our vast waterways and add more transportation options.</p> <p>Also, consider our aging population. The senior and baby boomers will rely on public transportation. If we are going to expect them to give up</p>

Category	County	Comment
		their cars, let's make transportation (public) more attractive, i.e., 1) better schedules, 2) safety & security, 3) focus growth, 4) alternative fuel.
Access/ Transit	Contra Costa	Also, consider our aging population. The senior and baby boomers will rely on public transportation. If we are going to expect them to give up their cars, let's make transportation (public) more attractive, i.e., 1) better schedules, 2) safety & security, 3) focus growth, 4) alternative fuel.
Rail	Contra Costa	Rail: Increase frequency of trains to 5 min. by 2035. The quiz questions ought be provided with brief cost-benefit analysis.
Transit/ Expansion	Contra Costa	<p>What should be high priority?</p> <p>Construct new projects and Cancel construction of Caldecott Tunnel.</p> <p>I. Build a 25-mile, one-way, single track, ship containers and freight cargo only, electric rail-tunnel from Oakland (Old Quarry site) to East of Altamont Pass.</p> <p>II. Extend BART from Bay Point to Antioch, Brentwood and Byron Airport. There will be thousands of low price, foreclosed, houses ready to support growth after the Recession ends, by 2012.</p> <p>III. Build Second Transbay Tunnel Before the next big earthquake, (2:3 chance by 2040).</p> <p>IV. Extend BART to San Jose Airport. Linking airports provides security and great help to all.</p> <p>V. Find a way to use BART to also transport cargo during low frequency use hours to San Francisco, San Jose and Oakland. San Francisco truck emissions either ends or continues to drift to the East Bay.</p> <p>VI. Extend BART from North Concord BART Station to Vacaville, southeast end of Travis AFB.</p> <p>VII. Create biking and walking trails and Build Transit Alternatives.</p> <p>No New highway systems.</p> <p>What I think should be the priority.</p> <ol style="list-style-type: none"> 1. Maintenance of existing infrastructure. 2. Construction of new projects 3. Building Transit Alternatives and 4. Creating more biking and walking opportunities
TOD	Contra Costa	<p>Funding</p> <ol style="list-style-type: none"> 1. MTC should help fund projects designed around A Transit Village Concept. Funding makes sure the design provides the most convenient

Category	County	Comment
		<p>services to most people and not only to the wealthy few.</p> <p>2. Should MTC provide subsidies for low-income riders? Yes! This will keep cities viable by allowing low-income workers to work in high cost of living cities that need a full range of workers to survive.</p> <p>3. Subsidies for seniors or disabled adds realism to everyone's life (unlikely to travel at rush hours).</p> <p>More Priority Questions</p> <p>The best way to reduce emissions is to reduce driving by increasing gasoline price and tax. How to allocate five types of investments-- TALC's proposed investment strategy is to prioritize investments that do multiple things (Safe Routes to Schools provide access and less emissions)</p> <ul style="list-style-type: none"> a. Focused Growth b. Maintenance c. Congestion Relief d. Access e. Emissions Reduction
Specific Projects	Contra Costa	<p>My Open Comment</p> <p>The Port of Oakland Needs A Rail Tunnel ASAP</p> <p>Diesel fuel price is so high, truckers are going broke daily. They are desperate and losing money and their daily work makes them "a day older and deeper in debt. But, the Port of Oakland primarily depends on containers moved by truck, up I-580, chugging up the climb in line, trailing black smoke.</p> <p>When trucks stop moving containers, shipping will stop and our local Depression starts, first in Oakland and the ripples will include much in North California and, later, the West.</p> <p>A temporary alternative is to send 20 to 30 trains a day Oakland, Richmond, Martinez, Concord, Bay Point, Pittsburg, Antioch, Oakley, Sacramento to the Sierra Nevada (current Sierra tunnel enlargement will allow two containers per flat bed). But, this solution will bring complaints from all the many cities along the way, the trains are very noisy and very slow and each street level crossing will need to be replaced to allow trains to travel faster than 10 mph without killing pedestrians; national trains killed 485 in 2005 [Contra Costa Times, July 13, 2006; "Railroad tracks warrant caution."]</p> <p>The best solution is a rail-tunnel under the Altamont Pass, from the Port of Oakland to an exit near Tracy. Building a train-tunnel through a city was done by BART in SF, I saw it done under Mission Blvd. Cost-Analysis may show that it would best to run one electric railway track, one-way, for cargo only. Relocating the many unknown pipes, tubes and cables may be a big challenge. Empty containers shipped from</p>

Category	County	Comment
		<p>Sacramento or New Jersey, which sets a third of containers from the West.</p> <p>The following is a simple path to consider and improve in the design of the Oakland rail-tunnel.</p> <p>Start: Railway at San Leandro St. at Seminary Ave., gradually sinking in Seminary Ave. to 73rd Ave and Edwards Ave to the old quarry. At the cliffs, the rail-tunnel begins for about 25 miles. Since there will be no passengers, air vent needs are minor and met with high pressure air lines from both tunnel ends. Crews would have emergency air tanks and radio relay lines for emergencies.</p> <p>Rail tunnels are common in Japan and Europe, the England-France. In 2007 a rail-tunnel linked Switzerland and Italy-one may be built in 2009 from Spain to Morocco.</p> <p>Why we need a rail tunnel in the Port of Oakland:</p> <ol style="list-style-type: none"> 1. Diesel price is so high, truckers are going broke daily. They are desperate, and losing money; the more they work, the more they owe. 2. Survival of Oakland's Port depends on containers moved by truck, up 1-580, a clogged slow climb. 3. They may use 20 trains a day Oakland-Richmond-Martinez-Sacramento to Sierra Nevada. The current tunnel enlargement work in the Sierra, will allow two containers per flat bed. This solution will bring complaints from many cities, the trains are noisy and slow. <p>The best solution: Build a rail-tunnel from Oakland under the Altamont to meet railways to Sacramento and Bakersfield. The US had the 43rd longest rail-tunnel in the world -build in 1929. With a recession here now and your support for an Infrastructure Stimulus, now is a good time to ask Washington for help in putting people back to work and help the SF Bay Area survive. When the price of Diesel is higher, the cost of moving containers by truck will compound price inflation on everything -including food.</p> <p>The inflation rate, driven by the loss in value of the U.S. Dollar and Federal borrowing, may reach unexpected levels due to high oil prices (\$126 a barrel, 2 days ago) and existing contracts may need to be re-negotiated to levels that recently seemed prohibitive-or cancelled.</p> <p>One good aspect of the Oakland Rail-tunnel: The lowest construction bidder would have plenty of unemployed construction workers, from the end of real estate construction bubble that still continues in Bay Point, while at the same time \$500K homes were auctioned for half-price.</p>
Meeting	Contra Costa	<p>Facilitator lost control of meeting by allowing comments during the polling segments. The questions, in many cases, were leading and not clear. Thus, the answers/results are <u>invalid!</u></p> <p>The facilitator went way too fast when faced w/ multiple-answer options. She closed the polling before even finished reading the answer</p>

Category	County	Comment
		or giving us time to mentally process the alternatives. She should be coached or replaced with an experienced facilitator.
Transit	Contra Costa	Please give strong consideration to improving ‘feeder’ transit to BART and others so that our rapidly growing population of seniors is able to access public transit easily. And what encourages seniors to use transit will encourage younger people to use it as well.
Meeting	Contra Costa	In future workshops, I suggest imposing a time limit on comments, as well as a number of times any one audience member can hold the floor, to eliminate hogging the floor.
Transit	Contra Costa	I arrived late, but found the discussion to quite worthy? Frequency on bus lines, current routes that run every 30-45 min. should be reduced to every 15 min., specifically Golden Gate Transit; Marin encourages single vehicle occupancy, not transit.
Congestion	Contra Costa	Using 4 th bore of Caldecott Tunnel, which will hopefully be completed well before 2035, enhance multimodal utility of Hwy. 24 via express buses for workers living west of Oakland/Berkeley hills commuting east to jobs in business parks remote from BART stations, such as Shadelands in Walnut Creek and Bishop Ranch in San Ramon. Expanding bus service along 24 is currently impossible because backhaul get jammed up when middle bore is closed in ‘reverse’ direction.
Meeting	Contra Costa	The questions did feel leading. “Yes/no” answers are conflicting for such multi-faceted issues, and without full description of all the current transit issues. It felt like “Answer the questions, then go to our Web site to get the basis for your answers.”
Meeting	Contra Costa	The public process for this meeting is a complete failure. The public has been led to think of the future in a certain way allowing people to speak about unrelated subjects as long as they feed the self-taxing plan that you have charted for our future. I’m not voting for any more power or money for MTC to represent our region. The officials are sitting in the back at the meeting as an exact representation as to how the public is represented within the MTC organization.
TOD	Contra Costa	Maintain existing transit. Increase jobs/housing around existing transit. Would it be more cost effective to increase service but not increase the system?
Congestion	Contra Costa	I like the “decongest” concept. Programs to motivate people to get out of their cars for every little errand. I was a bit shocked at the seeming arrogance of some people to try to stifle comments being made. Enlist some people (citizens) who made (or tried to make), comments of a knowledgeable nature.

Category	County	Comment
Rail	Contra Costa	What about adding Amtrak/Capitol Corridor to your %? Many from Contra Costa County use Amtrak to get to San Jose and Sacramento.
Meeting	Contra Costa	Please have a person run meeting who has the skill to keep it moving. A few in audience have dominated, not allowing others to speak. Many of these comments should have been made during comment period.

Demographic Questions asked at Workshop:

1.) How did you get here this evening?	Responses	
	Count	Percentage
Drove	28	63.64%
Public Transit	7	15.91%
Carpool	1	2.27%
Bike	7	6.82%
Walked	5	11.36%
Totals	44	100%
3.) How long did it take you to get here?	Responses	
	Count	Percentage
Less than five minutes	4	9.52%
Five to 10 minutes	12	28.57%
Ten to 30 minutes	20	47.62%
More than 30 minutes	6	14.29%
Totals	42	100%
4.) How would you describe yourself?	Responses	
	Count	Percentage
Business Advocate	1	2.33%
Environmental Advocate	3	6.98%
Community Advocate	7	16.28%
Government/Agency Staff	21	48.84%
Concerned Individual	8	18.60%
Social Justice Advocate	1	2.33%
Elected Official	2	4.65%
Totals	43	100%
5.) How did you hear about tonight's meeting?	Responses	
	Count	Percentage
Flyer	13	29.55%
Website	7	15.91%
Email	15	34.09%
Other	9	20.45%
Totals	44	100%
6.) Do you use public transportation regularly? (one to two times a week)	Responses	
	Count	Percentage
Yes	21	50%
No	21	50%
Totals	42	100%
7.) Have you attended a public meeting or workshop on Bay Area transportation in the past?	Responses	
	Count	Percentage
Yes	35	79.55%
No	9	20.45%
Totals	44	100%

8.) What County do you live in?	Responses	
	Count	Percentage
Alameda	4	8.51%
Contra Costa	42	89.36%
Marin	0	0%
Napa	0	0%
San Francisco	0	0%
San Mateo	0	0%
Santa Clara	1	2.13%
Solano	0	0%
Sonoma	0	0%
Totals	47	100%
9.) What is your gender?	Responses	
	Count	Percentage
Male	32	72.73%
Female	12	27.27%
Totals	44	100%
10.) Are you Hispanic/Latino?	Responses	
	Count	Percentage
Yes	3	6.98%
No	40	93.02%
Totals	43	100%
11.) How do you identify yourself? (click all that apply)	Responses	
	Count	Percentage
White	34	77.27%
Chinese	1	2.27%
Vietnamese	0	0%
Asian/Indian	1	2.27%
Black/African American	1	2.27%
Japanese	0	0%
Filipino	1	2.27%
American Indian/Alaskan	1	2.27%
Other Asian	2	4.55%
Other Race	3	6.82%
Totals	44	100%
12.) What is your age?	Responses	
	Count	Percentage
24 years and under	1	2.33%
Between 25 and 59	29	67.44%
Over 60	13	30.23%
Totals	43	100%

Workshop Evaluation Survey:

36.) I had the opportunity to provide comments.	Responses	
	Count	Percentage
Strongly Agree	2	33.33%
Agree	1	16.67%
Neutral	1	16.67%
Disagree	0	0%
Strongly Disagree	2	33.33%
Totals	6	100%
37.) I found the meeting useful and informative.	Responses	
	Count	Percentage
Strongly Agree	11	35.48%
Agree	8	25.81%
Neutral	6	19.35%
Disagree	2	6.45%
Strongly Disagree	4	12.90%
Totals	31	100%
38.) I gained a better understanding of other people's perspectives.	Responses	
	Count	Percentage
Strongly Agree	12	38.71%
Agree	11	35.48%
Neutral	5	16.13%
Disagree	1	3.23%
Strongly Disagree	2	6.45%
Totals	31	100%
39.) The information presented was clear and had an appropriate level of detail.	Responses	
	Count	Percentage
Strongly Agree	4	14.29%
Agree	5	17.86%
Neutral	6	21.43%
Disagree	7	25%
Strongly Disagree	6	21.43%
Totals	28	100%
40.) A quality discussion of key issues took place.	Responses	
	Count	Percentage
Strongly Agree	2	6.45%
Agree	11	35.48%
Neutral	5	16.13%
Disagree	7	22.58%
Strongly Disagree	6	19.35%
Totals	31	100%
41.) I learned more about transportation planning in the Bay Area by participating tonight.	Responses	
	Count	Percentage
Strongly Agree	4	12.90%
Agree	15	48.39%

Neutral	6	19.35%
Disagree	2	6.45%
Strongly Disagree	4	12.90%
Totals	31	100%
42.) There were no barriers (language or other) that prevented me from participating.	Responses	
	Count	Percentage
Strongly Agree	18	64.29%
Agree	5	17.86%
Neutral	3	10.71%
Disagree	1	3.57%
Strongly Disagree	1	3.57%
Totals	28	100%